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Statistics

OCTOBER 1997

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TRANSPORT PATTERNS AND PREFERENCES

TASMANIA

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INQUIRIES

- For more information about these and related statistics, contact Information Services on 03 6222 5800 or refer to the back cover of this publication.

NOTES

SYMBOLS AND OTHER USAGES

- * subject to sampling variability between 25% and 50%—should be used with caution
- ** data suppressed due to high relative standard error giving unreliable estimates
- nil or rounded to zero

INQUIRIES

For information about other ABS statistics and services, please refer to the back of this publication.

For further information about these statistics, contact Cassy Short on (03) 6222 5828.

Denis W. Rogers
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SUMMARY OF FINDINGS

HOUSEHOLD SHOPPING

Shopping patterns

An estimated 178,500 Tasmanian households undertook main household shopping trips to purchase food and grocery items in October 1997. Of those households, approximately 108,800 shopped at least once a week (61.0%), while a further 54,500 regularly shopped once a fortnight (30.5%).

The majority of households (79.8%) began their shopping trip from home, and took less than 18 minutes to get to the shops (77.5%). An estimated 68,700 households usually shopped 'Thursday or Friday after 6 p.m.', while a further 34,700 households (19.4%) usually shopped 'Monday to Wednesday'. Approximately one in four households (24.4%) said that they had no set day for shopping.

More than two-thirds (120,600) of the households who undertook main shopping trips, also visited other places during their trips. Of these, other shops (76.2%), banks/credit unions/tellers (75.5%) and post offices (44.2%) were among the places visited.

Method of transport

Regardless of the household type, the main method of transport used to undertake main shopping trips was a household motor vehicle, with approximately 151,700 households (85.0%) choosing this method. The 1997 survey also found that 11,800 households (6.6%) walked to the shops, while 4,600 households used public transport as their main method. Persons living alone were the main users of bus services and of non-household motor vehicles (52.2% and 64.1% respectively), and were the most likely to walk to the shops (48.3%).

Reasons for not using public transport

Of the estimated 153,200 households who used a taxi or a household motor vehicle as their main method of transport, 62,200 (40.6%) said convenience was the reason that they had chosen not to use public transport, while another 47,100 (30.7%) said it was due to the lack of an available bus service. A further 39,000 households (25.5%) said they did not use public transport because of difficulties with the service. Of those who had difficulties, 17,400 (44.5%) felt unable to carry the shopping that they had purchased, and 15,400 (39.6%) found the bus service to be infrequent, inflexible or not at the time needed.

CHILD'S SCHOOL JOURNEY

Method of transport

An estimated 85,800 children aged between 5 and 17 years undertook trips to school in October 1997.

A household motor vehicle was the main method of transport used by approximately 31,000 children (36.1%) travelling to school. The main method of transport for a further 21,900 children (25.5%) was bus – private company, while 17,600 (20.5%) walked or ran, and 8,300 (9.7%) used the Metro bus service.

SUMMARY OF FINDINGS *continued*

Fewer children returned home by a household motor vehicle, although this remained the main method of transport for approximately 24,900 children (29.0%). The number of children who walked (home from school) increased to 19,900, as did the number of children who took a private bus (23,900) as their main method of transport.

Children from rural areas were more likely to use a bus service (private or Metro) when travelling to school, than were children from urban areas (61.8% compared to 29.1% respectively).

Trip times

Regardless of method of transport, the majority of children who undertook trips to school began their morning trip between 8.00 a.m and 8.59 a.m (78.8%), and left school between 3.00 p.m and 3.29 p.m (52.8%).

Reasons for not using public transport

Of the estimated 31,200 children who used a taxi or household car as their main method of transport to school, 44.6% did not use public transport because it was not convenient to do so. Other reasons for not choosing public transport included absence of a service (17.7%) and the child being regarded as too young to travel by public transport (15.5%).

JOURNEY TO WORK/EDUCATION

Method of transport

According to the survey, an estimated 175,000 Tasmanians (51.7%) aged 18 years and over undertook trips to work or education in October 1997.

The main method of transport to work or education was by motor vehicle (as driver), with three out of four persons using this method (76.1%). A further 13,200 persons' (7.6%) main method of transport to work or education was as a passenger in a motor vehicle, while 13,000 persons (7.5%) walked, and 11,800 (6.8%) used public transport. The only difference between the main method of transport used by males and females, was for those travelling as passengers in motor vehicles, with 9.2% of females using this method, compared to 6.3% of males.

Duration of trip

Of the 175,000 persons who travelled to work or education, over half (52.6%) took 3 to less than 18 minutes to get there, while 33.6% took 18 to less than 60 minutes. Walkers made up the majority (59.8%) of those people who took less than 3 minutes (8,200). Persons who used public transport as their main method of transport, spent more time travelling to work than persons who used a motor vehicle (as driver or passenger). Of those persons who used public transport as their main method, 8,900 (75.4%) took 18 to less than 60 minutes, while an estimated 80,300 persons (54.8%) who travelled by motor vehicle took 3 to less than 18 minutes.

SUMMARY OF FINDINGS *continued*

Reasons for not using public transport

Of the 133,500 persons who travelled to work or education by motor vehicle or taxi, 45,300 (34.0%) said that they did not use public transport because they preferred to use a motor vehicle, and/or found it more convenient. Other reasons given for not using public transport included absence of a service (31.2%) and difficulties with public transport (20.4%). The majority of the 27,200 persons who had difficulties with public transport found the service infrequent/inflexible and/or not at the time needed (65.5%).

Use of public transport

Approximately 38.4% (4,500) of the 11,800 persons who used public transport as their main method of transport to work or education, did so because they had no license or did not own a car. Other reasons given for using public transport were to avoid parking problems (34.3%) and to save on travel costs (22.6%).

Passengers

Of the 133,200 persons whose main method of transport to work or education was by motor vehicle (as driver), 27,800 (20.9%) took passengers. Of those 27,800, an estimated 6,800 drivers (24.5%) took passengers from other households only, while 19,400 (69.8%) took passengers from their own household only.

The most common reason for taking passengers from other households was because they lived nearby or on the way to work or education (46.9%). The most common reason for taking passengers from the same household was to drop off children at school and/or childcare (41.5%). Of the 6,800 drivers who took passengers from other households only, the most common reasons for doing so were because members of their own household worked or studied in a different direction or location (38.6%), and/or did not require any transport (38.6%).

Parking

The majority of persons who undertook trips to work or education by motor vehicle (as driver) parked at their work or education location (68.3%). A further 24,400 (18.3%) parked at a private/public car station, and 16,500 (12.4%) parked on the street. Regardless of the type of parking used, the majority of drivers (87.2%) paid nothing.

Approximately 18,200 motor vehicle drivers (13.7%) had problems or concerns with parking, with those who parked privately or on the street being the most concerned (21.1% and 24.8% respectively).

OTHER TRIPS

Method of transport

In October 1997, approximately 124,200 persons (36.7%) aged 18 years and over, travelled for reasons other than the main household shopping trip, work/education, or picking up/dropping off children from school, on their last trip from home. Three out of five (60.1%) of those persons used a motor vehicle (as driver) as their main method of transport. Less than one in twenty (4.5%) travelled by bus on 'other trips' from home. 'Other trips' included trips for social, recreational, health or other personal reasons.

SUMMARY OF FINDINGS *continued*

Reasons for not using public transport

Of those persons who undertook 'other trips' and travelled by motor vehicle or taxi (75,500), 37.7% did not use public transport because there was no service offered or the destination was close by. An estimated 27,400 persons (36.3%) did not use public transport because they preferred and/or found a motor vehicle to be more convenient.

An estimated 7,100 of the 14,500 (48.8%) persons who undertook 'other trips' by motor vehicle or taxi and had public transport difficulties, said that they found the service to be infrequent, inflexible and/or not at the time needed.

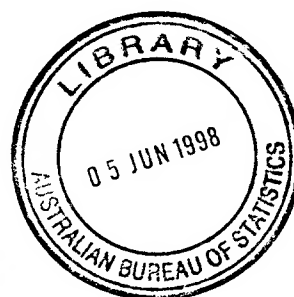


TABLE 1. HOUSEHOLDS WHO UNDERTAKE MAIN SHOPPING TRIPS : MAIN METHOD OF TRANSPORT
(^{'000})

Household type	Bus	Motor vehicle - household	Motor vehicle - non- household	Walk	Other(a)	Total
Person living alone	2.4	27.6	5.0	5.7	* 1.4	42.2
Couple only	* 0.7	42.8	* 1.1	2.8	**	47.6
Couple with children	**	57.3	* 0.7	* 1.1	* 0.4	59.7
Single parent with children	* 1.1	13.5	* 0.7	* 1.3	**	16.8
All other households	**	10.5	**	* 0.8	**	12.2
Total	4.6	151.7	7.8	11.8	2.5	178.5

(a) Includes taxi.

TABLE 2. HOUSEHOLDS WHO UNDERTAKE MAIN SHOPPING TRIPS : SHOPPING PATTERNS
(^{'000})

	Greater Hobart and Southern	Northern	Mersey-Lyell	Total
Frequency of main shopping trip				
Two or more times per week	6.9	3.4	3.3	13.6
Once per week	46.3	27.8	21.2	95.2
Once per fortnight	25.3	15.9	13.3	54.5
Irregularly/when needed	4.7	2.7	3.4	10.7
Other	2.3	* 0.9	* 1.0	4.3
Day shopping usually done				
Monday to Wednesday	15.9	10.4	8.4	34.7
Thursday or Friday before 6 pm	30.5	20.4	17.7	68.7
Thursday or Friday after 6 pm	9.7	5.8	3.5	19.0
Saturday morning	4.4	1.6	* 1.5	7.5
Other(a)	2.8	* 1.2	* 1.2	5.2
Varies	22.2	11.3	10.0	43.5
Total	85.5	50.8	42.2	178.5

(a) Includes Saturday afternoon and Sunday.

TABLE 3. HOUSEHOLDS WHO UNDERTAKE MAIN SHOPPING TRIPS : WHERE TRIP BEGINS AND DURATION OF TRIP BY MAIN METHOD OF TRANSPORT
(^{'000})

	Bus	Motor vehicle - household	Motor vehicle - non- household	Walk	Other(a)	Total
Where shopping trip usually begins						
Home	3.9	119.2	6.7	10.3	2.4	142.5
Work	**	20.5	* 0.4	* 0.8	—	21.9
Other	* 0.5	12.1	* 0.7	* 0.7	**	14.1
Time taken to get to shops						
Less than 8 minutes	* 0.4	67.0	3.1	6.2	1.5	78.3
8 to less than 18 minutes	2.3	49.8	3.1	4.0	* 0.9	60.1
18 to less than 38 minutes	* 1.2	26.3	* 1.2	* 1.5	**	30.3
Other	* 0.7	8.7	**	**	—	9.7
Total	4.6	151.7	7.8	11.8	2.5	178.5

(a) Includes taxi.

TABLE 4. HOUSEHOLDS WHO VISIT OTHER PLACES DURING MAIN SHOPPING TRIP : PLACES VISITED BY MAIN METHOD OF TRANSPORT

	<i>Bus</i>	<i>Motor vehicle - household</i>	<i>Motor vehicle - non-household</i>	<i>Walk</i>	<i>Other(a)</i>	<i>Total</i>	
<i>Other places visited</i>							<i>Per cent</i>
							<i>'000</i>
Other shops	2.8	78.0	4.3	5.8	* 1.0	91.9	76.2
Bank/credit union/teller	2.9	75.8	4.3	6.6	1.5	91.0	75.5
Post Office	1.9	43.0	2.7	4.5	* 1.2	53.3	44.2
The library	* 0.6	13.1	**	* 1.2	**	15.2	12.6
Other places	* 0.8	13.7	* 0.5	* 1.2	* 0.6	16.9	14.0
Total(b)	3.6	101.2	6.0	8.2	1.6	120.6	100.0

(a) Includes taxi. (b) Components do not add to totals as a person could have visited more than one place.

TABLE 5. HOUSEHOLDS WHO UNDERTAKE MAIN SHOPPING TRIPS BY CAR (a) OR TAXI AS MAIN METHOD OF TRANSPORT : WHY PUBLIC TRANSPORT NOT USED
(*'000*)

<i>Why public transport is not used</i>	<i>Person living alone</i>	<i>Couple only</i>	<i>Couple with children</i>	<i>Single parent with children</i>	<i>All other households</i>	<i>Total</i>
Difficulties with public transport	6.6	12.2	14.5	3.2	2.4	39.0
Prefer/more convenient to use motor vehicle	12.3	16.6	21.9	6.1	5.3	62.2
No service at all	8.1	12.8	19.5	3.9	2.9	47.1
Other	* 1.3	* 1.4	1.6	* 0.4	**	4.9
Total	28.2	43.0	57.6	13.7	10.7	153.2

(a) Household motor vehicle.

TABLE 6. HOUSEHOLDS WHO UNDERTAKE MAIN SHOPPING TRIPS BY CAR (a) OR TAXI AS MAIN METHOD OF TRANSPORT AND HAVE PUBLIC TRANSPORT DIFFICULTIES : TYPES OF DIFFICULTIES

<i>Types of difficulties with public transport</i>	<i>'000</i>	<i>Per cent</i>
Bus stop is too far away	3.8	9.8
Public transport takes too long	4.9	12.6
Service infrequent/inflexible/not at time needed	15.4	39.6
Connection necessary/no direct service	4.6	11.7
Difficulties with children	3.0	7.7
Difficulties due to a disability	3.4	8.7
Unable to carry shopping	17.4	44.5
Other	3.1	8.0
Total(b)	39.0	100.0

(a) Household motor vehicle. (b) Components do not add to totals as a person could have more than one difficulty.

TABLE 7. CHILDREN UNDERTAKING TRIPS TO SCHOOL : METHODS OF TRANSPORT BY AREA
(*000)

<i>All methods of transport to school</i>	<i>Aged 5-7 years</i>	<i>Aged 8-13 years</i>	<i>Aged 14-17 years</i>	<i>Total</i>
Urban				
Bus	3.2	6.5	8.4	18.0
School's private bus	**	**	* 0.7	* 1.8
Motor vehicle — household	11.5	13.1	6.6	31.2
Walk/run	5.2	10.0	6.8	21.9
Other(a)	* 1.4	* 2.5	* 0.7	4.6
Total(b)	17.4	25.3	19.0	61.8
Rural				
Bus	3.2	7.4	4.3	14.9
School's private bus	* 1.4	* 1.6	* 0.8	3.8
Motor vehicle — household	4.0	4.0	* 2.4	10.4
Walk/run	* 1.0	* 0.9	**	* 2.5
Other(a)	**	**	**	* 0.8
Total(b)	7.5	10.6	6.0	24.1
Total				
Bus	6.4	13.8	12.7	32.9
School's private bus	* 1.9	* 2.1	* 1.5	5.5
Motor vehicle — household	15.5	17.0	9.0	41.6
Walk/run	6.3	10.8	7.3	24.4
Other(a)	* 1.5	3.0	* 0.9	5.4
Total(b)	25.0	35.9	25.0	85.8

(a) Includes taxi. (b) Components do not add to totals as a person could have used more than one method of transport.

TABLE 8. CHILDREN UNDERTAKING TRIPS TO SCHOOL : TIME TRIP BEGINS BY MAIN METHOD OF TRANSPORT
(*000)

<i>Time trip begins</i>	<i>Bus - metro</i>	<i>Bus - private company</i>	<i>School's private bus</i>	<i>Motor vehicle - household</i>	<i>Walk/run</i>	<i>Other (a)</i>	<i>Total</i>
Before 7.30 am	**	**	**	**	**	—	* 2.4
7.30 to 7.59 am	3.1	7.1	* 0.9	* 2.2	**	**	14.0
8.00 to 8.29 am	3.6	9.4	3.0	11.3	7.0	* 0.7	35.0
8.30 to 8.59 am	* 0.9	4.9	**	16.3	9.5	**	32.6
Other	—	—	—	**	* 0.7	**	* 1.8
Total	8.3	21.9	4.8	31.0	17.6	* 2.3	85.8

(a) Includes taxi.

TABLE 9. CHILDREN UNDERTAKING TRIPS FROM SCHOOL : TIME USUALLY LEAVE BY MAIN METHOD OF TRANSPORT
(*000)

<i>Time usually leave school</i>	<i>Bus - metro</i>	<i>Bus - private company</i>	<i>School's private bus</i>	<i>Motor vehicle - household</i>	<i>Walk/run</i>	<i>Other (a)</i>	<i>Total</i>
Before 2.30 pm	**	—	—	* 1.9	—	—	* 2.1
2.30 to 2.59 pm	* 1.3	3.0	* 1.2	6.0	4.6	**	16.8
3.00 to 3.29 pm	4.0	14.9	2.7	12.3	11.1	**	45.3
3.30 to 3.59 pm	3.9	4.5	* 0.9	2.6	3.1	**	15.2
Other	* 0.9	* 1.5	**	* 2.0	* 1.1	**	6.4
Total	10.2	23.9	5.3	24.9	19.9	* 1.6	85.8

(a) Includes taxi.

TABLE 10. CHILDREN UNDERTAKING TRIPS TO SCHOOL WHO USE TAXI OR HOUSEHOLD CAR AS MAIN METHOD OF TRANSPORT : WHY PUBLIC TRANSPORT NOT USED

<i>Why public transport not used</i>	<i>'000</i>	<i>Per cent</i>
Public transport service infrequent/inflexible/not at time needed	3.2	10.3
Prefer/more convenient to use motor vehicle	13.9	44.6
No service at all	5.5	17.7
Child too young	4.8	15.5
Other	3.7	11.9
Total	31.2	100.0

TABLE 11. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION : METHODS OF TRANSPORT

	<i>Male</i>		<i>Female</i>		<i>Total</i>	
	<i>'000</i>	<i>Per cent</i>	<i>'000</i>	<i>Per cent</i>	<i>'000</i>	<i>Per cent</i>
All methods of transport (a)						
Bus	9.4	9.3	6.7	9.1	16.1	9.2
Motor vehicle — as driver	82.3	81.3	58.3	79.0	140.6	80.3
Motor vehicle as passenger	11.5	11.4	10.8	14.7	22.3	12.8
Walk	9.7	9.5	7.8	10.5	17.4	10.0
Other(b)	6.0	5.9	* 0.9	* 1.2	6.9	3.9
Main method of transport						
Bus	6.9	6.8	4.9	6.7	11.8	6.8
Motor vehicle — as driver	77.0	76.1	56.2	76.2	133.2	76.1
Motor vehicle — as passenger	6.4	6.3	6.8	9.2	13.2	7.6
Walk	7.4	7.3	5.7	7.7	13.0	7.5
Other (b)	3.5	3.5	**	**	3.7	2.1
Total	101.2	100.0	73.7	100.0	175.0	100.0

(a) Components do not add to totals as a person could have used more than one method of transport. (b) Includes taxi.

TABLE 12. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION : TIME TAKEN BY MAIN METHOD OF TRANSPORT

<i>Approximate time taken</i>	<i>Bus</i>	<i>Motor vehicle - as driver</i>	<i>Motor vehicle - as passenger</i>	<i>Walk</i>	<i>Other (a)</i>	<i>Total</i>
	<i>'000</i>					
Less than 3 minutes	—	2.7	**	4.9	**	8.2
3 to less than 18 minutes	* 2.4	74.5	5.8	6.0	3.2	92.0
18 to less than 60 minutes	8.9	41.4	6.3	* 2.1	**	58.9
1 hour or more	**	3.3	**	—	—	4.0
Varies	—	11.3	**	—	—	11.9
Total	11.8	133.2	13.2	13.0	3.7	175.0
	<i>Per cent</i>					
Less than 3 minutes	—	1.5	**	2.8	**	4.7
3 to less than 18 minutes	* 1.4	42.6	3.3	3.5	1.8	52.6
18 to less than 60 minutes	5.1	23.7	3.6	* 1.2	**	33.6
1 hour or more	**	1.9	**	—	—	2.3
Varies	—	6.5	**	—	—	6.8
Total	6.8	76.1	7.6	7.5	2.1	100.0

(a) Includes taxi.

TABLE 13. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY CAR (a) OR TAXI AS MAIN METHOD OF TRANSPORT : WHY PUBLIC TRANSPORT NOT USED

Why public transport not used	Age				Total	
	18 to 24		25 and over		'000	Per cent
	'000	Per cent	'000	Per cent		
Male						
Difficulties with public transport	* 1.8	* 17.0	10.9	16.4	12.7	16.5
Prefer/more convenient to use motor vehicle	4.8	45.6	18.2	27.2	23.0	29.7
No service at all	3.5	33.4	22.3	33.4	25.8	33.4
Use company/employer's vehicle	**	**	6.3	9.5	6.4	8.3
Need vehicle during work/study hours	**	**	7.5	11.2	7.8	10.1
Other	—	—	* 1.6	* 2.4	* 1.6	* 2.0
Total	10.5	100.0	66.8	100.0	77.3	100.0
Female						
Difficulties with public transport	* 1.4	* 19.2	13.1	26.7	14.5	25.7
Prefer/more convenient to use motor vehicle	3.7	50.8	18.7	38.2	22.4	39.8
No service at all	* 2.0	* 27.1	13.9	28.4	15.9	28.2
Use company/employer's vehicle	—	—	**	**	**	**
Need vehicle during work/study hours	**	**	* 1.4	* 2.9	* 1.6	* 2.9
Other	—	—	* 1.3	* 2.7	* 1.3	* 2.3
Total	7.2	100.0	49.0	100.0	56.2	100.0
Total						
Difficulties with public transport	3.2	17.9	24.0	20.8	27.2	20.4
Prefer/more convenient to use motor vehicle	8.5	47.7	36.9	31.9	45.3	34.0
No service at all	5.5	30.8	36.2	31.3	41.7	31.2
Use company/employer's vehicle	**	**	6.9	6.0	7.0	5.2
Need vehicle during work/study hours	**	**	8.9	7.7	9.4	7.0
Other	—	—	2.9	2.5	2.9	2.2
Total	17.8	100.0	115.7	100.0	133.5	100.0

(a) Motor vehicle - as driver.

TABLE 14. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY CAR (a) OR TAXI AS MAIN METHOD OF TRANSPORT AND HAVE PUBLIC TRANSPORT DIFFICULTIES : TYPES OF DIFFICULTIES

Types of difficulties	'000	Per cent
Bus stop too far away	* 2.2	* 8.1
Takes too long	5.1	18.9
Service infrequent/inflexible/not at time needed	17.8	65.5
Connection necessary/no direct service	7.9	29.0
Fares cost too much	* 1.9	* 7.0
Other	2.6	9.4
Total(b)	27.2	100.0

(a) Motor vehicle - as driver. (b) Components do not add to totals as a person could have more than one difficulty.

TABLE 15. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY METRO/PRIVATE BUS AS MAIN METHOD OF TRANSPORT : REASONS FOR USING PUBLIC TRANSPORT

<i>Reasons for using public transport</i>	<i>'000</i>	<i>Per cent</i>
Don't own car/no licence	4.5	38.4
Partner uses car	* 2.1	* 17.4
Save on travel costs	2.7	22.6
Avoids parking problems	4.1	34.3
Other	2.9	24.5
Total(a)	11.8	100.0

(a) Components do not add to totals as a person could have more than one reason.

TABLE 16. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY CAR (a) AS MAIN METHOD OF TRANSPORT WHO TAKE PASSENGERS : WHETHER PASSENGERS FROM OTHER/OWN HOUSEHOLD

<i>Whether passengers taken from other/own household</i>	<i>Greater Hobart and Southern</i>	<i>Northern</i>	<i>Mersey-Lyell</i>	<i>Total</i>
	<i>'000</i>			
From other households only	3.0	* 1.5	* 2.3	6.8
From own households only	11.4	5.0	3.0	19.4
From both other and own households	* 1.2	**	**	* 1.6
Total	15.6	6.7	5.6	27.8
	<i>Per cent</i>			
From other households only	10.9	* 5.3	* 8.3	24.5
From own households only	40.9	17.8	10.9	69.6
From both other and own households	* 4.3	**	**	* 5.9
Total	56.1	24.0	20.0	100.0

(a) Motor vehicle - as driver.

TABLE 17. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY CAR (a) AS MAIN METHOD OF TRANSPORT WHO TAKE PASSENGERS FROM OTHER HOUSEHOLDS : ALL REASONS TAKE PASSENGERS ('000)

<i>All reasons take passengers from other households</i>	<i>'000</i>	<i>Per cent</i>
Passengers live nearby or on the way to work/education	4.0	46.9
Work/study with or near passenger	2.8	33.6
To reduce travel costs	3.0	35.1
Drop children from another household at school	* 1.0	* 12.0
As a favour	* 1.7	* 20.6
Other	**	**
Total(b)	8.5	100.0

(a) Motor vehicle - as driver. (b) Components do not add to totals as a person could have more than one reason.

TABLE 18. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY CAR (a) AS MAIN METHOD OF TRANSPORT WHO TAKE PASSENGERS FROM OWN HOUSEHOLD : ALL REASONS TAKE PASSENGERS ('000)

<i>All reasons take passengers from own household</i>	<i>'000</i>	<i>Per cent</i>
Work/study with or near passenger	8.3	39.6
Pass by passenger's destination on way to work/education	4.5	21.3
To reduce travel costs	* 1.7	* 8.1
Drop children at school/childcare	8.7	41.5
Other	* 1.2	* 5.8
Total(b)	21.0	100.0

(a) Motor vehicle - as driver. (b) Components do not add to totals as a person could have more than one reason.

TABLE 19. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY CAR (a) AS MAIN METHOD OF TRANSPORT WHO TAKE PASSENGERS FROM OTHER HOUSEHOLDS ONLY : REASONS DO NOT TAKE PASSENGERS FROM OWN HOUSEHOLD ('000)

<i>All reasons do not take passengers from own household</i>	<i>'000</i>	<i>Per cent</i>
Work/study in different direction/location	2.6	38.6
Others do not require any transport	2.6	38.6
Other	4.1	60.4
Total(b)	6.8	100.0

(a) Motor vehicle - as driver. (b) Components do not add to totals as a person could have more than one reason.

TABLE 20. PERSONS UNDERTAKING TRIPS TO WORK/EDUCATION BY CAR (a) AS MAIN METHOD OF TRANSPORT : PARKING ARRANGEMENTS ('000)

	<i>Private/ public car station</i>	<i>On-street</i>	<i>At employment/ education location</i>	<i>Other</i>	<i>Total</i>
Age					
18 to 24	2.9	2.6	11.7	**	17.5
25 and over	21.4	13.9	79.3	* 1.1	115.7
Amount usually paid for parking per week					
Nothing	14.0	13.9	86.8	* 1.3	116.1
Less than \$10	4.4	* 2.1	2.5	—	9.0
\$10 to less than \$20	3.6	**	* 1.2	—	5.3
\$20 and above	* 2.3	—	**	—	2.8
Problems or concerns with parking (b)					
Has problems or concerns with parking	5.3	4.1	8.8	—	18.2
Has no problems or concerns with parking	19.1	12.4	82.2	* 1.3	114.9
Total	24.4	16.5	91.0	* 1.3	133.2

(a) Motor vehicle - as driver. (b) Problems included parking availability/cost/time limits, safety of vehicle etc.

TABLE 21. PERSONS UNDERTAKING OTHER TRIPS (a)(b) : MAIN METHOD OF TRANSPORT ('000)

	<i>Age</i>			<i>Sex</i>		<i>Labour force status</i>			
<i>Main method of transport</i>	<i>18 to 24</i>	<i>25 to 64</i>	<i>65 and over</i>	<i>Male</i>	<i>Female</i>	<i>Employed</i>	<i>Unemp- loyed</i>	<i>Not in the labour force</i>	<i>Total</i>
Bus	* 1.4	* 1.6	2.6	* 1.5	4.1	—	* 1.4	4.2	5.6
Motor vehicle — as driver	5.1	47.4	22.2	38.7	35.9	9.0	9.5	56.1	74.6
Motor vehicle — as passenger	2.7	13.9	13.8	6.5	24.1	* 1.8	* 2.4	26.3	30.5
Walk/run	* 1.2	7.5	3.4	6.2	5.9	**	3.8	7.8	12.0
Other (c)	**	**	* 0.9	**	* 0.9	—	**	* 1.1	* 1.5
Total	10.4	70.8	42.8	53.3	70.9	11.1	17.5	95.5	124.2

(a) 'Other trips' exclude the main shopping trip, trip to main job/education and trip to drop off/pick up children from school. (b) 'Other trips' include other shopping trip, trips to education (other than full-time), job (other than main job), trips for social reasons, sport/recreation, health and medical reasons, job search, personal business, voluntary work, pick-up drop off somebody, etc.) (c) Includes taxi.

TABLE 22. PERSONS UNDERTAKING OTHER TRIPS (a) WHO USE CAR (b) OR TAXI AS MAIN METHOD OF TRANSPORT : WHY PUBLIC TRANSPORT NOT USED
(^{'000})

<i>Why public transport not used</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>
Difficulties with public transport	6.9	7.6	14.5
Prefer/more convenient to use motor vehicle	14.0	13.4	27.4
No service at all/destination close by	14.2	14.3	28.5
Other	3.9	* 1.1	5.0
Total	39.0	36.4	75.5

(a) 'Other trips' exclude the main shopping trip, trip to main job/education and trip to drop off/pick up children from school. (b) Motor vehicle as driver.

TABLE 23. PERSONS UNDERTAKING OTHER TRIPS (a) BY CAR (b) OR TAXI AS MAIN METHOD OF TRANSPORT AND HAVE PUBLIC TRANSPORT DIFFICULTIES: TYPES OF DIFFICULTIES

<i>Types of difficulties with public transport</i>	<i>'000</i>	<i>Per cent</i>
Service infrequent/inflexible/not at time needed	7.1	48.8
Connection necessary/no direct service	4.1	28.3
Other	7.2	49.8
Total(c)	14.5	100.0

(a) 'Other trips' exclude the main shopping trip, trip to main job/education and trip to drop off/pick up children from school. (b) Motor vehicle - as driver. (c) Components do not add to totals as a person could have more than one difficulty.

EXPLANATORY NOTES

INTRODUCTION

- 1** This publication contains results from the 1997 Tasmanian State Supplementary Survey, Transport Patterns and Preferences. The survey was conducted throughout the State in October 1997 as a supplement to the ABS Monthly Population Survey (MPS).
- 2** In October 1997, the Tasmanian State Supplementary Survey topic related to a series of transport issues. The survey was carried out at the request of the Department of Environment and Land Management, the Department of Transport, and the Metropolitan Transport Trust (Metro).
Respondents were asked about:
 - details regarding shopping, work and education trips;
 - method (s) of transport used for shopping, work and education trips;
 - concerns with public transport for shopping, work and education trips;
 - frequency and timing of shopping trips;
 - duration of trips to work and education;
 - type and cost of parking and concerns with parking;
 - passenger details;
 - method of transport used in 'other trips';
 - concerns with public transport for 'other trips'; and
 - transport constraints.
- 3** The populations included in this survey are summarized in the chart on page 22. Some populations were too small to produce reliable disaggregations. (These are summarised in Table D).

THE SAMPLE

- 4** Because the questions were supplementary to the October 1997 Labour Force Survey (LFS), the households sampled were the same. For more information on the sampling method used for the LFS, refer to paragraphs 5, 22 and 23 of the explanatory notes in *Labour Force, Australia* (Cat. no. 6203.0).
- 5** For this State supplementary survey, seven out of eight households selected in the LFS were included. Questions relating to the household shopping trip, and child's journey to school, were answered by a responsible adult. From each household, one randomly selected person, aged 18 years or over, was asked the questions about journey to work/education, last trip from home, and transport constraints.

DATA ITEMS

- 6** The data items used in the tables in this publication were drawn from responses to the State supplementary questions. In addition, responses to the LFS questions were used to provide extra information with which to cross-classify survey responses. For example, the items *sex, age, and statistical regions* were derived from responses to questions asked in the LFS.
- 7** In some cases, additional unpublished cross-classifications of data items are available. A charge is made for providing unpublished information. Inquiries should be made to the Information Officer in Hobart on (03) 6222 5800.

EXPLANATORY NOTES *continued*

THE ESTIMATES

8 Responses to survey questions were expanded with reference to independently estimated distributions of the population aged 5 years and over, by age and sex. In October 1997, there were an estimated 339,800 civilian residents aged 18 years or more in private Tasmanian dwellings, and 89,600 children aged 5-17.

RELIABILITY OF THE ESTIMATES

9 Estimates in this publication are subject to two sources of error. These are non-sampling error and sampling error.

- Non-sampling errors may occur because of imperfections in reporting by respondents and interviewers, and errors made in coding and processing data. These inaccuracies may occur in any enumeration, whether it be a full count or a sample. Every effort is made to reduce the non-sampling error to a minimum by careful design of questionnaires, intensive training and supervision of interviewers, and efficient operating procedures.

- Sampling errors occur because the estimates in this publication are based on information obtained from occupants of a sample of dwellings. They may differ from the figures that would have been produced if all dwellings had been included in the survey. One measure of the likely difference is given by the *standard error*. This indicates the extent to which an estimate might have varied by chance because only a sample of dwellings was included. Another measure of sampling variability is the *relative standard error*, which is obtained by expressing the standard error as a percentage of the estimate to which it refers.

10 The standard errors and relative standard errors of estimates from this survey are summarised in Tables A and B (page 19 and 20).

11 There are about two chances in three that a sample estimate will differ by less than one standard error from the estimate that would have been obtained if all dwellings had been included, and about nineteen chances in twenty that the difference will be less than two standard errors. For example, there is an estimate in Table 14 of 11,800 persons aged 18 years or more who undertake trips to work/education by metro/private bus. Table B shows that the standard error for this estimate is approximately 1,100. There are, therefore, about two chances in three that the actual number if everyone had been asked (the estimate) is between 10,700 and 12,900 and about nineteen chances in twenty that the actual number (the estimate) is between 9,600 and 14,000.

FLAGGING OF UNRELIABLE ESTIMATES

12 As Table B (page 20) shows, the smaller the estimate, the higher is the relative standard error. Very small estimates are subject to such high standard errors (relative to the size of the estimate) as to detract from their value for most reasonable purposes. In the tables in this publication, only estimates with relative standard errors of 25% or less, and percentages based on such estimates, are considered reliable for most purposes. Estimates with relative standard errors of between 25% and 50% have been included and prefaced with an asterisk to indicate that they should be used with caution. Cells with two asterisks have relative standards errors of over 50% and the estimates have been suppressed.

EXPLANATORY NOTES *continued*

RELATED PUBLICATIONS

13 Users may also wish to refer to the following publications, which are available from ABS Bookshops:

- *Survey of Motor Vehicle Use, Australia, Preliminary, September 1995*
(9202.0)
- *Census of Population and Housing, 1996*
- *Disability, Ageing and Carers, Australia: Data Reference Package, 1993*
(4432.0)
- *Environmental Issues: People's Views and Practices, March/April 1996*
(4602.0)

TABLE A

Household Estimates

Size of estimate	Standard error	Relative standard error %
100	90	93.5
200	140	68.8
300	170	56.9
500	220	44.3
700	260	37.3
1 000	310	30.9
1 500	370	24.8
2 000	420	21.1
2 500	450	18.6
3 000	500	16.8
3 500	550	15.3
4 000	550	14.1
5 000	600	12.4
7 000	700	10.1
10 000	800	8.0
15 000	950	6.2
20 000	1 000	5.1
30 000	1 150	3.9
40 000	1 250	3.2
50 000	1 350	2.7
100 000	1 650	1.6
150 000	1 800	1.2
200 000	1 950	1.0
300 000	2 100	0.7
500 000	2 350	0.5

EXPLANATORY NOTES *continued*

TABLE B

Person Estimates

<i>Size of estimate</i>	<i>Standard error</i>	<i>Relative standard error %</i>
100	130	126.1
200	190	92.7
300	230	76.7
500	300	59.7
700	350	50.3
1 000	420	41.7
1 500	500	33.5
2 000	570	28.5
2 500	650	25.1
3 000	700	22.6
3 500	700	20.6
4 000	750	19.1
5 000	850	16.7
7 000	950	13.6
10 000	1 100	10.8
15 000	1 250	8.3
20 000	1 400	6.9
30 000	1 550	5.2
40 000	1 700	4.3
50 000	1 850	3.7
100 000	2 200	2.2
150 000	2 450	1.6
200 000	2 600	1.3
300 000	2 850	0.9
500 000	3 150	0.6

EXPLANATORY NOTES *continued*

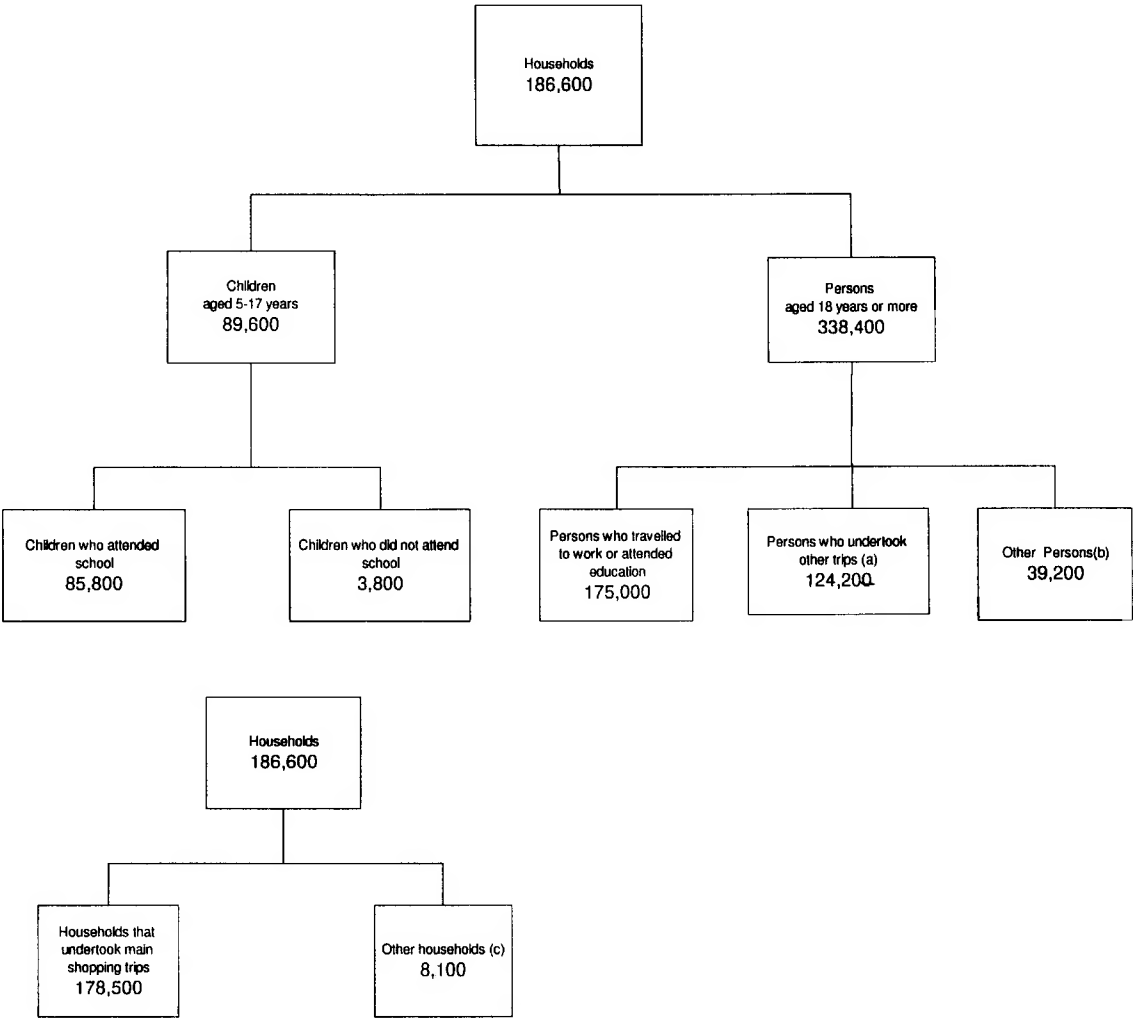
TABLE C

<i>Reason for last trip from home</i>	<i>'000 persons</i>
To main job	165.5
Adults trip to full-time education	9.5
Main shopping trip	30.3
Other shopping trip	25.2
Drop off/pick up child from school	7.8
To respondent's educational institution (other than full-time)	*2.1
To job (other than main job)	**
Social reasons	38.7
Sport/recreational reasons	19.3
Visit GP/medical specialist	11.2
Visit other health services	3.1
Job search/interview/CES	*1.5
Personal business	15.2
Voluntary work	2.6
Pick up/drop off somebody (other)	3.9
Other	*1.2
No recent trip/can't remember	*1.1
Not applicable	—
Total	338.4

TABLE D

<i>Population surveyed</i>	<i>'000 persons</i>
Persons undertaking trips to work/education by car who had parking problems	18.2
Persons undertaking other trips by Metro/private bus as main method of transport	5.6
Persons unable to travel because of transport difficulties in previous two weeks	12.1
Persons unable to travel because of public transport difficulties in previous two weeks	3.5

Main populations



(a) The last trip from home prior to the interview which was undertaken for a purpose other than main household shopping, work, education, or dropping off/picking up children from school. (May include some people who travelled to work/education but for whom that trip was not their last trip from home.)

(b) Persons whose last trip from home was dropping off/picking up children from school or undertaking a main household shopping trip. Persons who could not remember their last trip from home were also included.

(c) Households that do the shopping in small amounts each day or a non-household member does the shopping.

GLOSSARY

Household	A group of people who live together (in a single dwelling) as a single unit in the sense that they have common housekeeping arrangements: some common provision for food and other essentials of living.
Major household shopping trip	The shopping trip in which the value of food and groceries was the greatest. It did not include households that shopped a small amount each day or when a non-household member did the shopping.
Main method of transport	If more than one method of transport was used, the main method relates to the form of transport that the respondent spent the most time using.
Household motor vehicle	Is one owned or used by members of a household, parked at or near the dwelling (includes a work vehicle if driven by the householder or vehicle provided by an employer).
Public transport	Public transport refers to a passenger transport service that is provided by a third party and is available for use by all members of the community. The third party can be a bus company (Metro, private bus line, community bus services etc), a private ferry company or the like. Public transport excludes taxis, public motor vehicles where there is no third party involved, and car pools.
Studying full-time	Study was defined as "full-time" if the institution advertised the course as full-time, or if the respondent's perception was that they were studying full-time.
Area	Persons included in the survey were selected from households in blocks within a CD or selected Collectors Districts (CDs). An urban CD is composed of an area which is metropolitan urban, bounded by streets and has more than 200 inhabitants. An urban CD can also be located in a town or bounded rural locality which has 200 or more inhabitants. Persons from households in urban CDs have been included in estimates of urban populations. Persons in all other CDs have been included in estimates of rural populations. These are persons in bounded localities with less than 200 persons or in unbounded areas which include occupied dwellings.
Employed persons	Aged 18 years and over and usually work 15 hours or more a week in a job, business or farm or without pay in a family business. Persons were included if they had a job, business or farm, but were away from it because of holidays, sickness or for any other reason.
Place of education	The secondary school, TAFE, university or other educational institution at which persons aged 18 and over studied full-time.
Region	Refer to <i>Statistical Geography, Volume 1: Australian Standard Geographical Classification (ASGC)</i> (1216.0) for more details. The three major statistical regions in Tasmania are <i>Greater Hobart and Southern, Northern</i> and <i>Mersey-Lyell</i> .
Other trip	The last trip from home made prior to the interview, other than main household shopping trips, trips to work/education, and dropping off/picking up children from school. Estimates of the purpose of the last trip from home are shown in Table C.



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